

Chair, **Patricia Quinn**, NNEPRA  
Secretary, **Beth Nachreiner**, Maryland DOT  
Treasurer, **Paul C. Worley**, North Carolina DOT

*States for*  
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April 3, 2014

The Honorable Patty Murray  
Chair  
US Senate Appropriations Subcommittee  
Transportation, Housing and Urban Development,  
Related Agencies  
Washington, DC 20515

The Honorable Susan Collins  
Ranking Member  
US Senate Appropriations Subcommittee  
Transportation, Housing and Urban Development,  
Related Agencies  
Washington, DC 20515

Dear Senators Murray and Collins:

It is my pleasure to submit outside witness testimony on behalf of the 22 members of the States for Passenger Rail Coalition, Inc. (S4PRC). Approximately half of all intercity rail passengers traveling on Amtrak do so on state-supported routes. Further, states are vital investors in the operation, maintenance and development of the Northeast Corridor (NEC). The S4PRC would like to thank you both for your years of service in the Congress and especially as part of the Appropriations Committee. In this difficult economic climate, you and your members have been challenged to make very difficult choices. We appreciate the Subcommittee's willingness to consider our recommendations, and, with that in mind, offer the following:

We strongly endorse the safety and planning recommendations found in the President's FY 2015 budget proposals. Recent tragic events clearly demonstrate the need for enhanced investments in developing a renewed rail safety culture. As part of this effort, we recommend the President's proposed \$425 million funding level for the Positive Train Control (PTC) program. States have been pro-active in this vital area; and the funds are necessary to accelerate this critical effort. As an example, in Missouri and Illinois there is an estimated \$60 million dollar implementation cost in the Nation's second and third largest rail hubs, Kansas City and St. Louis Terminals respectively. These Class III railroads are required to implement PTC if they have passenger rail movements. These two systems would have a total of approximately \$5 to \$10 million in annual maintenance costs. The current passenger rail service in Missouri costs an estimated \$9.6 million annually, for scale.

The TIGER program has been a benefit to the Nation's overall transportation system; we greatly appreciate the investments in rail in general and in intercity passenger related projects in general. We encourage you to fund TIGER at \$600 million as was provided in the FY 14 Appropriations Act.

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Powers Authority*

*Northern  
New England  
Passenger  
Rail Authority*

We thank the Committee for repurposing funds for planning in the FY 2014 Omnibus and ask that language again be included for a \$225 million overall investment in a high-performance, state-supported intercity passenger rail program with 10 percent directed for planning purposes. This would be a great help to individual states, and multi-state corridors that continue to assiduously prepare and update service development plans for reliable intercity passenger rail services.

The Passenger Rail Improvement and Investment Act (PRIIA) of 2008 has had a powerful impact on states as we make every effort to support safe and efficient service. Specifically, Section 305, which called for the establishment of the Next Generation Corridor Equipment Pool Committee (NGEC), "...to design, develop specifications for, and procure standardized next-generation corridor equipment." Since its inception in January of 2010, the NGEC has developed five specifications for next generation passenger rail equipment, and has initiated two ground-breaking multi-state procurements. By providing publicly available standardized specifications, the NGEC has created a common platform from which multiple states can procure rail equipment from American manufacturers. The standardized specifications make it possible to buy equipment more quickly, at a significantly lower cost, and with lower future costs relating to maintenance, rebuilding, and the purchase of additional equipment.

NGEC-developed specifications, available to all competitors in the rail equipment marketplace, will mean that equipment procured will expand employment opportunities in the U.S. domestic production, supply, and manufacturing industries.

The federal investment in the NGEC has leveraged significant in-kind investments by the states in partnership with the private sector. Therefore, we recommend that this highly successful effort receive \$1 million to continue to build on the foundation it has established. The initial \$4 million investment in the NGEC created an estimated 36% savings (nearly \$200 million) in the historic multi-state bi-level passenger rail car procurement.

PRIIA Sections 209 and 212 both directed the states to work with Amtrak to achieve new cost allocation regimes. Progress continues on these complex efforts. The challenges are especially daunting for states at the geographic ends of multi-state corridors. We urge Congress to continue to support the orderly progression toward achieving these requirements.

Finally, the Rail Line Relocation Program, though modest in size, has assisted rural communities in meeting safety and operational challenges. We recommend an investment of \$25 million in FY 2015.

Thank you for this opportunity to provide you with our comments, and for your continued support.

Sincerely,



Patricia Quinn

Chair, States for Passenger Rail Coalition, Inc.

Executive Director, Northern New England Passenger Rail Authority